

To the Editors of the Courier:

You will oblige me, in justice to Mr. McRae, the Engineer who constructed the Camden Branch, to give publicity to the communication herewith, received from him a day or two since. Immediately after the catastrophe in the Wateree Swamp, Mr. McRae, (though engaged in North-Carolina,) lost no time in visiting the scene of disaster. He gives you the result of his examinations. Mr. McRae is correct in his statement, that the embanking of as much of the Wateree Swamp as would be safe, was originally contemplated, and that the trestle work was elevated and so arranged as to offer the greatest facilities for embanking and at least cost. In my negotiation with Mr. Fleming, the Engineer of the Wilmington and Mauchest...

The Wateree logging, for it is no longer a trestle, and the substitution of a six mile plane for the Atken incline, are great mistakes, and time will show the heavy tax they will involve. One word more. As with the trestle, so an impression is attempted to be made that the construction of the section of the Camden Branch, this side of the Wateree, was defective, and would require renewal the next year. A mode of structure introduced on other roads, dispensing with the cost of cross-ties, was tested here. If it failed, it was only necessary to add the cross-ties, which had been omitted in the first instance. It became therefore simply a question, as to the time when the cross-ties were to be placed down. If they could not be dispensed with, then the expense of placing them down had to be incurred in 1851 instead of 1847, with the benefit of an experiment which would have been very important, had it not failed, as was reported. The Superintendent was not ignorant of this fact, as he had received instructions as to the mode of reparation should mud sills alone be found not to answer.

A communication in your paper of the 24th, confirms the above views as to the mistake committed. It appears that the late interruptions to the trains was at the junction of the Manchester embankment and the water had not then attained an elevation within 2 feet of what had come under the observation of Mr. McRae, often interrupting the trestle work in progress to completion.

JAMES GADSDEN.

CONCORD, N. C., Feb. 7, 1851.

The Annual Report of the President of the South Carolina Rail Road Company to the Stockholders, has just been placed in my hands. One paragraph in the report, would seem to require some reply from me, but the late hour at which it has reached me, leaves but time to make a few remarks.

In regard to the trestle-work over the Wateree swamp, I find in the report the following: "The trestle-work over that swamp gave way early in October last, while an engine and train of 12 cars, loaded with Cotton, were passing over it; and as the caps of cross-ties, resting upon the piles and supporting the frame work above, some 10 feet in height, were not fastened to the piles, either by dowl pins, tenons, or otherwise—the whole superstructure, when it commenced falling, fell to the abutment of the bridge at the river, a distance of 31-4 miles." This statement is calculated to mislead in two particulars. No explanation is given of the cause of the trains falling through the trestle-work, but it is left to be inferred that it was owing to the absence of "dowl pins or tenons." The latter part of the paragraph, is calculated to lead those unacquainted with the length of the trestle-work, to the belief that the whole fell from one end to the other: this has an important bearing on the case. Neither of these is the fact. The train did not fall through in consequence of the absence of "dowl pins or tenons," and nearly three-quarters of a mile of the trestle-work were left standing.

From all I can learn, after careful inquiry, an engine and train weighs in all about 200 tons, proceeding at high speed over the trestle work, fell through in consequence of a defective timber or some other derangement of the superstructure. The momentum of the train proceeding at a high velocity, coming in contact

with the portion of the trestle-work in front, overturned it, while that part which was behind the train was left standing. "Dowl pins or tenons," with a leverage of 10 feet, would offer but a feeble resistance to a force capable of setting in motion a mass of nearly 100,000 cubic feet of timber, loaded with 300 tons of rails, no matter how loosely framed. The fact is, dowl pins and tenons in the position indicated by the report, are not intended to resist the battering of a heavy train at high speed, acting lengthwise of the road, but for a different purpose. Supposing the foundation had been secure enough to have rendered piles unnecessary, as is the case with other and much higher trestles on the Camden Branch, and elsewhere, what mode of resisting so enormous a force would be considered necessary by the President? Could he use dowl pins, tenons or other fastenings? Is it usual to pin the mud sills of the trestle pins of bridges to the hard bottom where no piles can be used?

I am informed that the Engineer has made affidavit that the train was proceeding at moderate speed when the accident occurred. I have not seen the paper and have no disposition to dispute his word, and would merely remark, that the person in question is an interested witness, and is well known on the road to be a reckless runner who was discharged from the service of the South Carolina Rail Road Company by my order, a short time before the present administration came into power, for a piece of carelessness, which cost the Company \$1500, besides the loss of the use of an engine for two or three months during the busy season. I am told that person in and out of the service of the Company, say they saw the train proceeding at the highest speed down the steep grade, which terminates but a short distance from where the accident occurred. It may be difficult to prove positively, the speed of the train at that time, as the only witnesses to it are interested parties, but we may form some estimate of it by other means. It is a notorious fact, that the trains on the South Carolina Rail Road, have been running for many months past at a speed inconsistent with economy, over all parts of the road, and there is no reason to believe that it was at all reduced on the present occasion. I know no road on which the speed over bridges and trestle work, is as high as it has been for the last year on the South Carolina Rail Road. It was well known to all Rail Road engineers, that no temporary bridge or work, like the Wateree Swamp, can stand the racking action of a locomotive (especially of a freight engine) at high speed, for any length of time; and I have no doubt, that the high speed maintained over this work, for months before this accident happened, contributed materially to the extent of the catastrophe.

I have called the work in the Wateree Swamp temporary, for I believe it is well known, that it was intended to be filled up at the Company's leisure. The Board of Directors, with the experience of the old South Carolina Railroad before them, never would have consented to the introduction of so large an extent of trestle work as a permanent work. With the expectation, that the filling up would be commenced at an early day, all the most inferior timber was removed to the end of the work where the late accident occurred, with a view to its being begun at the end. I had no idea that the timber would be allowed to go to decay before the process of filling up was begun. The immediate commencement of this work was one of the few suggestions offered by me to the present board before I left the service, which was not acted upon. It being determined to substitute for the trestle work, before its decay, a permanent embankment. The grade of the road was raised three feet above extreme high water. The level was found by taking the average of a great number of marks above and below the line, and on both sides of the swamp. The grade of three feet above high water was adopted, to make some allowance for the raising of the water by the construction of the channel, and was deemed advisable from experience in the Congaree swamp, where the embankment had to be raised higher than was originally intended, it having been materially injured during its construction, by the water rising above the grade. The work in the Wateree swamp was materially delayed during its construction, by the water continuing for weeks, (I might say months,) at a time, nearly level with the tops of the piles. On one occasion, while three feet below high water, the present level of the rails. I have observed this for the purpose of casting reflections upon those who have recommended a different plan, but as the reason for subjecting the Company to the expense of raising the former work so high; much higher than seems now to be considered necessary.

Very respectfully, &c.,

JOHN McRAE.

Anecdote of a Dog.—There is an eating house in Fulton street which is kept by Messrs, Johnson & Rogers, and which is largely patronized. Three times a day, among the other multitude of hungry animals, is seen to enter with perfect self-possession and apparent ease, a fine, stately Newfoundland dog, who is a regular boarder. He lives in the neighborhood, but is fed at this establishment. Whether he regulates his house by the illuminated time piece of the City Hall or not, is unknown; but his punctuality is that of a chronometer. The waiters all know him, and take delight in receiving and obeying his call. His meal is folded up in a newspaper, generally the Sun or the Evening Mirror. He receives the package very graciously, takes it in his mouth and marches home, never touches it until he arrives at his own premises. He is a gentlemanly dog, and adopts the usages of civilized society. There are very few dogs anywhere that excel him in good deportment and correct behavior!

We see it stated in the National Intelligencer, that a block of marble, obtained by the Swiss Government from the Alps, will soon be sent to the United States, to be placed in the Washington Monument. The land of William Tell has just concluded a treaty with our own, and thus seals its assurances of friendship by a tribute to the memory of the great Hero-Statesman.

COURAGE IN WOMEN.—There are few things that would tend to make women happier in themselves, and more acceptable to those with whom they live, than courage. There are many women of the present day, sensible women in other things, whose panic terrors are a frequent source of discomfort to themselves, and those around them. Now, it is a great mistake to imagine that hardness must go with courage; and that the bloom of gentleness and sympathy must all be rubbed off by that vigor of mind which gives presence of mind, enables a person to be useful in peril, and makes the desire to assist and overcome that sickness of sensibility which can only contemplate distress and difficulty. So far from courage being unfeminine, there is a peculiar grace and dignity in those beings who have little active power of attack or defence, passing through danger with a moral courage, which is equal to that of the strongest. We see this in great things. We perfectly appreciate the sweet and noble dignity of an Anne Bullen, a Mary Queen of Scots, or a Marie Antoinette. We see that it is grand for these delicately-bred, high-nurtured, helpless personages to meet death with a silence and a confidence like his own. But there would be a similar dignity in woman's bearing small terrors with fortitude. There is no beauty in fear. It is a mean, ugly, disreputable creature. No statute can be made of it, that a woman would wish to see herself like.

There is no doubt that courage in my in some measure be taught. We agree that the lower kinds of courage are matters of habit, therefore of teaching; the same thing holds good to some extent of all courage. Courage is as contagious as fear. The saying is, that the brave are the sons and daughters of the brave; but we might as truly say, that they must be brought up by the brave. The great novelist, when he wants to show a coward descended from a valorous race does well to take him from his clan and bring him up in an unwelcome home. Indeed the heroic example of other days, is in great part the source of each generation, and men walk compositely to the most perilous enterprises, beckoned onwards by the shades of the brave that were. In civil courage, moral courage, or courage shown in the minute circumstances of every-day life, the same law is true. Courage may be taught by precept, enforced by example, and is good to be taught to men, women, and children.

An American Title.—"When I was travelling to Massachusetts, some twenty years ago," said a traveller, "I had a seat with the driver, who on stopping at the postoffice, saluted an ill-looking fellow on the step, with 'good morning, Judge Saunders, I hope you're well, sir.' "On leaving the office, I asked the driver, if the man he spoke to was really a Judge. "Certainly sir," he replied; "we had a cock-fight last week, and he was judge."—Mark Lane (English) Exchange.

Two thousand five hundred and seventy-four medical men are practising the present time in London. Of these, 2237 are engaged in general practice; 187 as pure surgeons; 150 as physicians; and 52 as hospitalists. 616 are authors. Of these, 312 have written books or pamphlets, and 331 have contributed to the medical journals. There are eleven general practitioners to every 10,000 of the inhabitants; seven pure surgeons to every 100,000; and rather more than six physicians to the same number; while each homopathist has a gross number of 43,270 upon whom he may practice without interfering with the duties or emoluments of his colleagues.

The following reply to a young infidel who scoffed at Christianity on account of the misconduct of some of its professors. Dr. Mason said: Did you ever hear an uproar made because an infidel went astray from the paths of morality? "The infidel admitted he had not." "Then," said the Doctor, "Don't you see that you admit Christianity is a holy religion, by expecting its professor to be holy, and that thus, by your very objection, you pay the highest compliment in your power?"

SOUTH CAROLINA.

Some of the submission presses are striving to excite all manner of prejudice against South Carolina. They admit that wrong has been the South, South Carolina included. Was that State the aggressor? They will tell you no. Did she endeavor to deprive the North of the common territory? No. Did she ever organize societies within her limits to break down any institution at the North? No. Did she ever try to steal from the North her property of any kind? No. Did she, with a blind and reckless fanaticism, ever threaten to destroy the peace, the happiness, or safety of citizens of the North? No. Did she threaten secession for wrongs on this slavery question, till the North refused her a foot of the new territory, and proved that she was determined to degrade her as an inferior? No. Can a true hearted Southerner revile and forsake South Carolina, because she has lost confidence in the affection of her Northern sisters?

Have not the States of the North united with England and France, to prosecute her and destroy her institution of slavery, upon which her wealth, prosperity and greatness so eminently depend? Has not South Carolina done everything in her power to get justice and preserve the Union? Did she not modestly ask only for the Missouri Compromise line, which would have given the North two thirds of the territory? Were not her efforts to get justice made in vain? Has not the North grasped all the land, and is she not still defaming, contemning, and hating South Carolina and the South.

Georgians, Southern men everywhere, can you rise up and take sides with the North against your wronged and injured Southern sisters? If you should think that she would err in going out of the Union alone, will you not say in your hearts, go in peace and God Almighty prosper you. Would you stand idly by and see the sword of the North reeking with her free, noble, and chivalrous blood—see her the subject of gross oppression in the first place, and the bleeding victim of cruelty and tyranny in the second? If Southern men would do this, there are not enough righteous in this Southern land, to save it from political destruction.—Augusta Republic.

THE CAMDEN JOURNAL.

THEO. J. WARREN & C. A. PRICE, Editors.

TUESDAY EVENING, MARCH 4, 1851.

Our Market.

Cotton will bring from 7 1/2 to 10 1/2 cts. Other articles remain about the same. In Charleston, Cotton ranges from 7 1/2 to 11 cents—on Saturday last about 2700 bales were sold at these prices.

RETURN DAYS

Table with 2 columns: Location and Return Days. For Fairfield, 8 days; Kershaw, 15 days; Sumter, 22 days; Lancaster, 29 days.

Mr. Richards.

We have the pleasure of stating, that Mr. Richards will arrive in our town to-night, or to-morrow—and as soon as convenient commence his Lectures. It is indeed a literary treat—and we feel sure that he will meet at his first Lecture a crowded and refined audience. Be sure and not miss the first, and we have no fears for the last.

Daily State-Rights Republican.

This most excellent Daily, is now issued in the Afternoon. It is one of our best papers, and should be liberally patronized, for we feel sure, that its Evening Carroll will fall pleasantly on many a wearied ear.

Rail Road Stock.

Yesterday 134 shares S. C. Rail Road Stock were sold at public auction for Cash, from 84 to 87 dollars per Share.

To the "National Intelligencer."

The Editorial of the National Intelligencer during the greater part of February, seems to have been almost entirely devoted to South Carolina—column after column has he written, to prove to our gallant State, that she should not secede. Not that he loves the Palmetto so much, but that he loves the North more. In mouldering ruins he has painted our noble State, in sackcloth standing at the door of the Union, and knocking for a readmittance. He has wasted a world of argument to show that South Carolina has received a full share of the Federal honors. Have the people in their wisdom conferred honors when they were not deserved? If not, then South Carolina has deserved those honors, and has received nothing but her due. Why then speak of Federal Honors? We can tell him, however, that very few of her sons, now in whom the State feels a pride are desirous of any of the honors of the Government. But the beauty of his argument is, that Congress has deprived South Carolina of no right, nor has she been injured by its Legislation—or rather I should have termed it something else than argument, as he throws it out a bare assertion—one of his axioms we suppose—capping it with the expression that the worshippers of Jupiter, anciently did their argument with the christians. "It is all delusion," and to make us believe it, quotes the following from a Georgia Print: "Look at the condition of the people of South Carolina; free as the breeze that sweeps over her plains; prosperous even to plethora; her schools flourishing; her works of internal improvement penetrating every portion of the territory; manufactures springing up along her beautiful streams; her great staple commanding exorbitant prices; and her commerce expanding.—Of what right has she been deprived by Congress! What constitutional privilege of hers has been invaded or abridged by the Federal Government? Wonderful argument!—And if thus happy with our rights crippled—reduced to unequals in the Confederacy—our slave property—our main property trammelled. What would we be, free and unbound—with all the energy of a young Republic thrown into our people, and no Federal usurpation to weaken and divide us. But here the National Intelligencer has left out the main feature of the argument. What though upon our beautiful rivers floated the wealth of El Dorado? What though our Schools were as far-famed as the Egyptian—and the sound of our manufactories were ever rumbling?—Would that pay us for injured rights? Would we not in plenty forget principle, or still rise regardless of our ephemeral prosperity—and knowing our Rights, boldly and successfully assert them? But our present prosperity would be but the bait, to lure us beyond the hope of salvation. What perfect sophistry to talk of California coming in according to the mode laid down by South Carolina? Who so blind as not to see the entire train of insidious acts? Had the Wilmot Proviso never been threatened by Congress, California would to day have been a Slave State. But a great show of determination to pass the Wilmot proviso was kept up, until the Southerner with his property was frightened away, and the contemptible wooded-nut meg vendors filled up the country—then with perfect certainty of its being a free State, Congress could say, "well we will let California come in with a Constitution of its own,"—knowing by their agitation that they had sent a population there, that would effectually pass the Wilmot Proviso in spirit over it. This is the way that the North would constitutionally kill the South. But then, we are to be coerced. The National Intelligencer says that "there can be no doubt, but that the General Government will enforce its authority by arms." So, Carolinians, tremble for your doom—and like frightened hares fly beneath the flag of Uncle Sam for shelter. Why, is it possible, that the National Intelligencer supposes the General Government, can frighten South Carolina into submission? Why sir! you never read our history—an we doubt if you have not forgotten our very State motto—throw your proclamations upon us, and threaten your cannon, but you will ever see staring boldly in your face, as you approach—"Animis opibus que parati." We hurl defiance in the face of a thousand such threats, and heed them less than the idle wind. Why every valley in our State would be a Marathon, and a thousand Thermopylaes would be

found upon our borders, if our enemy was not too tame to act his part in the tragedy. We know too well the position of affairs, to fear even an attempt at carrying the threat into execution; and for our own part, only regret that we know you will not meet us. You ask "what would we gain by secession? We answer everything. There is no single point from which you can view our position but what we will have gained. You hold out the bug-bear, of having an army and navy to support; all the army we would need, would be such a one as we have now—a skeleton army—why every citizen is a citizen soldier, and at the tap of the drum—would be ready to march. And about the time your Federal army comes to coerce us, an Independent power, you will find where our army is. You hold out the weighty expense of our Government. We are prepared to prove that at the highest mark, our expenses would not overgo five millions—and also, that with out any further oppression by taxation, our income would be upward of seven millions, and constantly increasing. You accuse us of giving Dictatorial power to the Convention—grant it; and had we not rather abide by a delegated Dictatorship to the members of that Convention—than run the assumed Dictatorship of the North. South Carolina would be highly patriotic no doubt—if she were to place herself in the relation to the North, that Ireland is to England—and submit to Yankee Dictatorship. But it is a dreadful transgression to elect a Delegation of our own citizens, in whom we have every dependence, with power to cut us loose from so detestable an alliance, as the Union now is. We should not have troubled our readers with this longer than usual Editorial, had not the National Intelligencer used us as evidence that South Carolina was looking to a Protectorship on the part of England. We merely in that Editorial mentioned England, the same remarks would be applicable to any European power. But we did not even hint at a Protectorship—we would want no Protectorship; but if it were necessary—we would sooner be a Province of Russia, with Russia's protection, than a member of the present Union. She no doubt would fleece us, but she would fleece as an inferior, and defend as a superior—she would not take hold of our beard and kiss us, and at the same moment snite us under the fifth rib. But in conclusion, we tell the National Intelligencer, South Carolina will secede, so warn Uncle Sam, and his Abolition Government to rub up his cannon—and that he had better save his Proclamations for wadding. On the waters of the "deep blue sea" or beneath the shade of our Magnolias—we defy you. We will secede, and should the Stars and Stripes (with one star out of its galaxy) ever meet the "Palmetto"—you will remember the legend of the ancient Bamer—that ever was seen to wave in victory, though its Bamer were among the slain.

Friendship

Is more than a name, it possesses greater merit than the talismanic charm that poets are wont to give it. Its signification is deep and abiding, if viewed in all the colorings which truth and sincerity invest it. He is a strange and unfortunate being who acknowledges not its obligations. Let those who view it as a weak and childish characteristic of man's nature, remember that this term embodies all that is noble, manly, and generous. It implies in its liberal definition, united affection, personal kindness and favor, addresses itself to one to the nobility of man and dignifies and exalts human nature to its loftiest altitude; the golden chain which links heart to heart; a jewel which grows brighter with its being, and made better and more valuable with age; its origin was Heaven—a favorite theme of Angels—Gods best gift to man.

—"To laugh his gloom,

When sorrow broods 'er his soul."

Those who regard its claims but lightly, and attach only a secondary and superficial importance to this Virtue, should isolate themselves, and away from the haunts of men; enjoy their selfishness. Have a "ledge in some vast wilderness where a boundless contiguity of shade" would entirely shut out the genial rays of this divinity which fills each generous heart on Earth, where Friendship grows, that we may reap its fruit in Heaven.

Small Pox.

After our quill-labors had closed on last week's paper, we were sick about a day and a half with some kind of eruption, known about here as the Small Pox. We confined ourselves to the bed about a day in deference to the ubiquity of medicine, and about a half day in deference to its prostrating effects. As far as the disease was concerned, we could have been up and about our business as usual, but through that prudence which had to care for others, we kept our room for a week. Our readers need have felt no alarm about handling the paper, as in the meantime we had no personal intercourse with the hands in the printing office. We are perfectly well again this week, which we say to make the readers of the paper feel easy; and we hope all of them may ever be as well as we have been, and that they may long be in as good health as we are at this present writing.—Horner's Nest.

We heard Brother Badger by a "passer through" of your misfortune, and felt much interest on your behalf. But we are indeed, glad to hear that you are "safe and sound again"—and hope to see you soon in our Monumental City, after the raising of our Blockade.

Ayer's Cherry Pectoral.

We call attention to the circular of this article now in our paper, and at this season of the year when cold and coughs are so prevalent, the information it contains will not be found unwelcome. The eminent names, lent to recommend it, are conclusive proof of its value. It is at once safe and pleasant to take, and is certainly very powerful to cure. Those afflicted with coughs, colds, asthms, bronchitis, hoarseness, or indeed any of the various affections of the lungs, will do well to try the Cherry Pectoral, and will have no cause to regret the experiment. Sold at McKays' Drug Store Camden, S. C.